DOCUMENT RESUME

ED 431 181 CS 216 746

AUTHOR Davis, Anita P.

TITLE Harriet Quimby: America's First Lady of the Air.
PUB DATE 1999-00-00
NOTE 25p.; "With the assistance of Col. Ed. Y. Hall." Paper presented at the Annual Meeting of the Michigan Reading Association (43rd, Grand Rapids, MI, March 13-16, 1999).
PUB TYPE Guides - Classroom - Teacher (052) -- Historical Materials (060) -- Speeches/Meeting Papers (150)
EDRS PRICE MF01/PC01 Plus Postage.
DESCRIPTORS *Biographies; Class Activities; *Females; Instructional Innovation; Intermediate Grades; Middle Schools; United States History
IDENTIFIERS *Aviation; Feminist Scholarship; Michigan; *Quimby (Harriet); Women Journalists; Womens History

ABSTRACT

This paper discusses the life and accomplishments of Harriet Quimby, a Michigan woman who was an aviation pioneer (the first licensed woman pilot in 1911) and yet who is largely unknown. The paper appears in conjunction with a biography of Quimby aimed at intermediate students. The paper gives a dramatic account of Quimby's flight across the English Channel on April 16, 1912 and suggests ways that the classroom teacher could integrate Quimby's achievement into the curriculum. It then recounts Quimby's early life following her birth in Arcadia Township, Michigan, on May 11, 1875. Suggestions for incorporating Quimby's early life into the classroom are provided. The paper then turns to Harriet Quimby, the journalist--her profession before she took up flying. Teachers can use Quimby's life as a writer to stimulate the creative writing of students. Since Quimby wanted to write about flight, she convinced the publisher of the magazine to pay for her flight lessons. Harriet Quimby flew 20 years before Amelia Earhart, had Harriet lived (she died while flying in July 1912) she might have become the first person to fly solo across the Atlantic. (NKA)

****
* Reproductions supplied by EDRS are the best that can be made *
* from the original document. *
****

ED 431 181

HARRIET QUIMBY: AMERICA'S FIRST LADY OF THE AIR

Dr. Anita P. Davis
Charles A. Dana Professor
Converse College
Spartanburg, SC

with the assistance of
Col. Ed. Y. Hall
Wofford College
Spartanburg, SC

U.S. DEPARTMENT OF EDUCATION
Office of Educational Research and Improvement
EDUCATIONAL RESOURCES INFORMATION CENTER (ERIC)
This document has been reproduced as received from the person or organization originating it.
Minor changes have been made to improve reproduction quality.
Points of view or opinions stated in this document do not necessarily represent official OERI position or policy.

PERMISSION TO REPRODUCE AND DISSEMINATE THIS MATERIAL HAS BEEN GRANTED BY
A. P. Davis
TO THE EDUCATIONAL RESOURCES INFORMATION CENTER (ERIC)

Who was the first licensed woman pilot? Who was the first woman to pilot the English Channel? Who was the first woman to fly a plane over Mexico? Who was the first woman to develop the pilot checklists still employed today? The first woman to perform these pioneering tasks in aviation was a Michigan native, and yet this woman is largely unknown! The time has come for Michigan students to recognize the name Harriet Quimby!

Now available are the necessary materials to help students everywhere discover this important aviation pioneer and to help teachers incorporate her into the school curriculum and into National Women's History Month! Titled Harriet Quimby: America's First Lady of the Air (An Intermediate Biography), the new biography is by Dr. Anita P. Davis and Col. Ed. Y. Hall. Published by Honoribus Press, the nonfiction account has an accompanying activity book titled Harriet Quimby: America's First Lady of the Air (An Activity Book for Children). The activity book contains comprehension questions on all levels of Bloom's Taxonomy and activities which can help the Michigan reading, art,

CS 216 746

BEST COPY AVAILABLE

social studies, music, drama, science, art, and/or math teacher incorporate this important Michigan native into the curriculum.

To accompany the two books a full-color, 17" x 22" poster suitable for classroom display is available for purchase. An adult book written by Col. Ed. Hall and titled Harriet Quimby: America's First Lady of the Air--the world's first adult biography of this woman aviator--rounds out the packet and enables others to extend their knowledge of this remarkable woman.

1912, the Year of Quimby's Channel Flight

The year 1912 was a unique time in history. World Wars were as yet unknown. It was a time of ragtime and jazz. The song writers Irving Berlin ("White Christmas") and Scott Joplin ("The Entertainer") were popular.

It was a time of black-and-white photographs. "America's Sweetheart" of the black-and-white, silent screen was Mary Pickford.

Transportation was developing rapidly. Ford Motor Company was beginning to make the bodies of cars from all metal, not from wood and metal. The Steamliner Titanic--the biggest in the world at that time and an "unsinkable" model--had set sail on its maiden voyage.

The names of Amelia Earhart, the famous woman aviator, and Charles Lindbergh, the first person to solo across the Atlantic, were as yet unknown. Earhart was only 10 years old, and Lindbergh was a mere teenager in 1912.

April 16, 1912

On Tuesday, April 16, 1912, a beautiful woman in an open car arrived at an airfield in Dover, England. The woman, the first licensed woman pilot in America, was "The Bird Girl" to those who read of her flight lessons in newspaper and magazine articles. She wore a long, violet satin skirt and a pair of goggles.

The woman unbuttoned the skirt of the flight suit to reveal a pair of violet, satin trousers underneath. She put on a pair of gloves before getting in the open cockpit. She was going to attempt something no woman had ever done. She was going to try to pilot a plane across the English Channel! The daring woman was Harriet Quimby!

Harriet could have flown on Sunday, April 14, 1912. The day had been beautiful, but Harriet had promised her mother she would not fly on Sunday.

Monday, April 15, 1912, was cold and rainy. Flight was impossible. Harriet was getting impatient! She vowed to fly on Tuesday--regardless.

Tuesday, April 16, 1912, dawned overcast and threatened rain. Harriet would not be able to see the ground from the plane. To stay on course, she would have to use a compass, an instrument she had never before used in flight. Her flight instructor encouraged her to wait another day, but Harriet was determined to fly.

She reviewed her flight checklist and entered the open cockpit of the plane. The weather was still overcast. Flying in an open plane on a foggy morning in April over England and France would be a feat for only the physically fit. She tied a hot water bottle about her waist. The temperature, she knew, would be well below freezing. She would not be able to see through the clouds. She would have to use a compass, an instrument she had never before used in flight.

Harriet's instructor climbed on the Bleriot XI to show her how to use the compass. Because the monoplane had no brakes, four men held the plane as the engine started. At her signal, the men released the plane. The flight began!

Her flight was dangerous--even life-threatening. Twenty-two miles of water lay between England and France. The temperature was quite cold--especially in the open cockpit. Even if she could have seen the water from the sky (which she could not because of the cloud cover), all the water would have looked the same and would not have helped her with location. Her life would depend in large part on the compass.

Suddenly, the engine began to cough! Harriet's heart raced, and she reduced her altitude to try to find a place to land. Almost at once, the engine began to run more smoothly again. Harriet breathed a sigh of relief. She knew now what had happened.

The fuel had begun to ice in the lines. When she had reduced her altitude, the ice had begun to melt and the engine was running more evenly. She was temporarily out of danger.

More than an hour had passed. She again reduced her altitude to locate a landing spot. She had no idea where she was.

First, Harriet saw some fields, but--even at a risk to her own life--she was reluctant to land there and ruin the crops of the farmers. She continued to fly, but she knew that her fuel would not hold out indefinitely. Harriet at last saw a deserted beach. She knew it was time to land, and she did so.

She landed the Bleriot monoplane smoothly on the desolate beach and removed the goggles she had pushed up on her forehead. Was she in England? Was she in France? Had she piloted her craft across the English Channel successfully? Just where was she?

Harriet jumped from the cockpit. She found that the water bottle she had strapped about her waist was frozen solid. It had indeed been cold in the April sky!

Minutes passed. Harriet was still uncertain as to her landing place. Could she have flown in circles? Had she landed again in England? Was she totally off course? Eager as she was to find out her landing point, Harriet behaved as a good captain and refused to leave her airship. She waited at the Bleriot for people to come to her.

She did not have to wait long. Soon a crowd of children, men, and women came running down the beach. They had heard the throb of the engine, seen the monoplane set down, and rushed to see what had landed. Even the schools had released the children for the event.

Harriet was overcome. The crowd was speaking French! Harriet Quimby knew at last that she had succeeded! She was in Hardelot, France!

Harriet Quimby had achieved something in 1912 that no woman had ever done: she had piloted an aircraft across the English Channel. She had made history!

But the danger was not over. The plane would have to be taken from the ebb and flow of the tide to a place of safety. The villagers--children included--half-pushed and half-carried the Bleriot monoplane to safety farther up the beach.

The French residents recognized her achievement. The women set up a table for her. They provided food and tea in a large cup which they gave her. One of the group rushed to send a telegram for her.

Harriet, however, received little attention from the United States. She received no banners, no parties, little publicity. Newspapers put her only on the back pages. WHY?

Tragedy had struck! On Sunday night, April 14, 1912, the great ship Titanic had hit an iceberg at 11:45 p.m. It sank a few hours later on Monday, April 15, 1912. The dreams of a nation sank with the passengers and crew.

Quimby's flight was during the early morning hours of Tuesday, April 16, 1912. For about two weeks news of the tragedy and interviews with rescuers and survivors occupied the front sections of most papers. The steamliner had upstaged Harriet Quimby's notable achievements at the time. Quimby was the victim of a news blackout!

In addition, suffragists did not think Harriet gave them enough support and did not recognize her success. Some people rejected her because they believed that women belonged at home. New Yorkers did not even provide her a "Welcome Home Parade."

But it is not too late to integrate her into the curriculum. National Women's History Month is a perfect time to acquaint a new generation with this woman and with her accomplishments. The creative teacher and class can easily integrate her into their curriculum.

Integrating Quimby's Channel Flight into the Classroom

First, the teacher might work with the class on an activity involving the parts of a plane. The activity would require interpretive thinking because the students would read a description of a part of a plane ("The body of the plane.") and would match the letter before the correct portion of the plane on the drawing beside the description in words. (Harriet Quimby: America's First Lady of the Air (An Activity Book for Children, p. 15) This comprehension

activity is useful for the reading class, but it could also be a part of a science unit on flight.

The teacher could integrate other activities on flight with Quimby. Pages 16 and 17 in Harriet Quimby: America's First Lady of the Air (An Activity Book for Children) allow the class to explore Bernoulli's Principle; the language arts (spelling, reading, metagcognitive) activities to accompany page 16 allow the students to make words from *Bernoulli* and to solve a "thinking" puzzle which requires a pilot to take a parrot, bird seed, and a cat to an island--one item at a time--without leaving the bird and seed together at any time or the cat and bird alone together. (At the Michigan session, Davis distributed copies of the activities, and participants tried some of them during the workshop session. Michigan teachers took sample copies of the activities to duplicate and try with their classes as they taught about Quimby.)

Authentic materials and science content are combined in the exercises on pages 19-25 and 26 of Harriet Quimby: America's First Lady of the Air (An Activity Book for Children). These exercises stress the importance of weather to flight and help the students to build some instruments for recording and, in some cases, predicting weather. The students can actually construct working models of a plane (pattern provided), an anemometer, a rain gauge, a parachute, an altimeter, a sextant, and a compass using the simple directions on the page. Another page has drawings to match with the types of clouds--useful during a unit on weather or, again, in a unit on flight.

At the workshop in Michigan Davis distributed some plasti-tack, a paper protractor, a string, a washer, and a strip of cardboard. The participants paired up, read their printed instructions, and actually made their own sextants for determining latitude--a device which could have helped Quimby with location on a clear night or day.

None of the teacher/participants had ever made a sextant before and were amazed when Davis indicated that out of a class of 25 fifth-graders, 23 came within 3 degrees of reading their latitude--before they even knew what the latitude of Shelby, North Carolina, was. This reading for authentic purposes was an important part of the workshop and was an effective correlation of history (Harriet Quimby and her 1912 Channel Flight), science (constellations), math (protractor), and geography (latitude). This one simple exercise was a hit among participants and among users of Harriet Quimby: America's First Lady of the Air (An Activity Book for Children).

Quimby's Early Life

When the news reached the United States of Harriet's accomplishment, Harriet's parents recognized their daughter's accomplishment. They were among the few who acknowledged her achievement. They rejoiced in the present, anticipated the future, and remembered their past.

William Quimby and Ursula Cook had come to Michigan in 1859 from New York State. They had married at Ovid, Michigan, on October 9, 1859, and had settled near Coldwater, Michigan. The two twenty-five-year-olds had chosen this area because William's mother lived here.

In 1861 their first daughter Jennie was born. In the same year William Quimby left his wife Ursula and their farm house to help the Union Army in the Civil War.

William served as a cook for the army in blue. He survived the combat, the disease, and the weather. He was even able to visit his wife on several occasions. A little boy—Willie L. Quimby—was born to them on June 27, 1863.

The year 1867 brought both pain and pleasure to the Quimbys. William learned that veterans might apply for free land to compensate them in part for their services during the Civil War. Because he was a tenant farmer and owned no land, William Quimby applied for a land grant from the United States Government. Although the family was blessed with the birth of another little girl, little Willie died in 1867. Some good news helped the grieving parents. On January 13, 1868, William officially received his 160 acres of land from the government. He signed for a tract about 250 miles northwest of Coldwater, Michigan, in Arcadia Township. Local residents called the area where the Quimbys moved "Bear Lake."

William attempted to make a living at farming, but he was not prospering as he would have liked. Ursula began to increase her knowledge of medicines, roots, herbs, and preventative health measures; she began to make patent medicine. She sold some of her remedies to her neighbors.

In 1870 Ursula gave birth to Helen, whom she called Kittie. By the time Harriet was born on May 11, 1875, the family had lost three of its five children.

In 1880 the Quimbys moved to Manistee, Michigan, to try farming and selling their products in a different place. The Manistee Times, a local newspaper, contained an advertisement on July 21, 1881, for "Quimby's Liver Invigorator." A user of the product claimed, ". . .this valuable medicine is working wonders wherever it is tried, it will keep your system braced against disease by keeping the liver in good condition."

The Quimbys packed again. This time their travels would take eight-year-old Harriet and thirteen-year-old Helen to the Pacific Coast—specifically, Arroyo Grande, California.

William's small country store in Arroyo Grande did not succeed. Returning to the farm in Michigan was not possible; the bank had sold the land at public auction in June of 1889 when the Quimbys had failed to pay the mortgage. The family moved this time to San Francisco. With Harriet's help,

Ursula reestablished her medicine business. By the 1890s Harriet had graduated and turned her full attention to patent medicines.

Integrating Quimby's Early Life into the Classroom

Harriet Quimby: America's First Lady of the Air (An Activity Book for Children) available from Honoribus Press contains a one-page biography "Quimby's Early Years." The elementary/middle school teacher can read this page aloud to the class or duplicate copies for the students to read during directed reading period, during social studies class, or during science class.

The suggested activities on pages 9, 10, and 11 of Harriet Quimby: America's First Lady of the Air (An Activity Book for Children) include an information/ matching sheet on herbs and plants and their medicinal uses, a crossword puzzle, and an activity using a plastic bag for growing penicillium. All of these relate well to the science curriculum. The direction sheets engage the students in authentic reading activities and require one of Bloom's higher levels of comprehension: authentic.

Students interested in finding out more information might elect to read Harriet Quimby: America's First Lady of the Air (An Intermediate Biography), also available from Honoribus Press, includes additional information on Quimby and her early life.

Quimby's Life as a Writer

Harriet was a nontraditional young woman. In the late 1800's most women married, left home, and reared a family. Few pursued careers. Harriet, however, was helping with the family business and was not seeking marriage. Because she had been a good student with a talent for writing and because she enjoyed composing, Harriet decided to pursue journalism as a second career. Although her parents did not encourage Harriet, her independence did not surprise them.

Harriet's first journalism assignment was as a staff writer for the San Francisco Dramatic Review. Her second position was reporter for The CALL—Bulletin and Chronicle.

Harriet also proved herself as a screenwriter. She teamed with the Director D. W. Griffith and produced 11 screenplays—some of which starred the silent-screen star Mary Pickford. She was a success on the West Coast.

In 1902 Harriet made some important career decisions. She moved to New York City and left her family behind. Such independence in a woman was almost unheard of at the time!

Harriet did not find work easily in New York. Her money began to run low, but she remained optimistic and honest. She vowed to write truthfully and to view competition as an incentive, not an obstacle. Although an editor

would occasionally approach her with a topic, Harriet generally was a freelance writer: she selected her own subjects based on her actual experiences.

In 1903 when Harriet was 28-years-old, her first article appeared in Leslie's Weekly, a magazine with many photographs. Harriet became a regular contributor to the periodical and by 1905 she had become a full-time writer for Leslie's.

Gone were the boarding houses, rooms with gas-burners, solitary meals, and concern about pennies. Her home was a suite in the Hotel Victoria on Broadway. Producers, directors, and performers made certain that Harriet was in attendance at opening nights and after-curtain dinners and receptions. She received complimentary tickets and invitations to ensure her presence. Those in entertainment reasoned if Harriet attended a performance, she might write about it for Leslie's Weekly. They knew that the public would read her articles, hoped that her reviews would be favorable, and wished for an increase in ticket sales. Because Harriet was honest, they wanted to be at their best when she was present!

Harriet met the most popular people in the city, sat with the most glamorous personalities, and dined with the stars; New York seemed to enjoy her presence, her personality, and her face.

During the ten years that Harriet was with Leslie's, 250 of her articles appeared in print. Her writings covered a variety of topics including travel, aviation, cultures, women's topics, food preparation, investigative reporting, and air safety.

Harriet's writings on air safety were a milestone. She challenged those connected with flying to stop the accidents. Harriet advocated the use of harness restraints for the pilot and passengers. She actually was suggesting the development of pilot check lists more than 75 years ago.

When Harriet could support her aging parents, she invited them to live with her in New York. Her mother came, but her father chose instead to settle in Greenville, Michigan.

Integrating Quimby's Life as a Writer into the Curriculum

Harriet Quimby's life as a writer may serve as a stimulus to the creative writing of the students in the classroom. The students may become drama critics by watching a television show, viewing a video, or watching a movie as a class or individually. Afterwards, they may write their impressions of the drama and compare their writings with those of a classmate. The students may even submit their reviews to the school newspaper and recommend--or not recommend--these features to their school mates.

In Harriet Quimby: America's First Lady of the Air (An Activity Book for Children) are other activities related to Quimby's life as a writer: a word-search puzzle (language arts), a map of her life to complete (social studies), a series of higher-level comprehension questions to complete (language arts), and a sequencing activity with dates (mathematics).

Harriet Quimby's Life with Adventure

Harriet became fascinated with speed and danger as early as 1903 when she wrote on trick automobiling for Leslie's. In 1905 she wrote of the society woman's latest fad: the motor car and in 1906 Harriet persuaded Herbert Lytle, a race car driver, to take her with him on a thrilling ride. At one point in the ride, the car reached a speed of 100 miles per hour!

Harriet learned to drive, applied for, and received a driver's license, one of the first—if not the first—New York issued to a woman!

The perceptive editor of Leslie's Weekly recognized Harriet's interest in flight and requested that she write an article about the "perfect flying machine"—the American buzzard. The Wright brothers had used this creature as a model for their airplanes. Harriet enjoyed the work and asked Leslie's to allow her to attend and report on the third air meet in the United States in

October, 1910, in New York City. This meet increased Harriet's enthusiasm for flying. She vowed to learn to fly!

In early April of 1911, Harriet not only convinced her editor that she should fly and write about her experiences, but she also secured his promise of $750 for flight lessons!

Harriet began flight training on May 1, 1911. Harriet told New York Times reporters on May 10, 1911, that she planned to become the first American woman to earn a pilot's license. She described arriving on the field each morning at 4:00 a.m., shared her belief in the safety of planes, and reported that piloting a plane was more fun than driving a car. Harriet ended the interview with a question: "Why shouldn't we have some good women air pilots?"

Harriet's first article on flight lessons appeared on May 25, 1911. She reported that she had been flying for two weeks and that she was the first woman in the world to fly a monoplane, which had one wing on either side of the cockpit. She described her flying attire to her readers. Because there could be no flapping skirts to catch in the wires near the driver's seat and because her legs and feet had to be free to steer the airplane, the long, traditional skirt was inappropriate. Harriet wore a suit of violet satin with a wool backing. She could button the walking skirt to form pants. Harriet covered the whole satin outfit with a coverall suit to prevent the castor oil that coated the engine from soiling her clothes.

By August 1, 1911, she had passed the required tests. She became the first American woman to earn a pilot's license!

Harriet had already begun setting records. She was the second woman in the world to have qualified for a license under the 1911 rules for a monoplane. According to the Aero Club of America, Harriet's landing was the "most accurate. . .ever made in America on a monoplane under official supervision." Harriet was a pace setter!

Two days after receiving her license, Harriet performed by moonlight on Staten Island for 20,000 people. She walked with assurance and greeted her fans. They looked at her violet-blue eyes, her flawless skin, and her athlete's body in her violet satin skirt, high-laced boots, hood, and long-sleeved blouse. They applauded loudly. The thrill of flying, the cheers of the crowd, and the joy of the moment convinced Harriet never to give up flying!

In October, Harriet and the Moisant group performed at the inauguration ceremonies for President Francisco Madero. Harriet made another mark in history: she became the first woman to pilot an aircraft over Mexico.

At 150 feet of altitude, Harriet's engine failed! Harriet had to make an emergency landing. That glide required Harriet's best skills as a pilot. Harriet landed successfully and later wrote about her flight.

Integrating Quimby's Life with Adventure into the Curriculum

With the current emphasis on inclusion in the classroom, Harriet Quimby's life serves as an excellent example of how one woman succeeded despite enormous odds. Better than the Horatio Algier Series of the past is this true-life story of a woman who achieved despite adversity.

In health class discuss goal-setting. With creative writing assignments encourage the students to reveal their dreams--and show support as a class of these ambitions. In social studies, science, and math review expolorers, politicians, scientists, and mathematicians who--like Quimby--were able to achieve in spite of hardships. Truly her life is one which can be integrated into the curriculum.

The End of a Dream for Harriet Quimby

During the last week in June of 1912, Harriet traveled to Boston. She planned to break the speed record set in 1910 by Claude Grahame-White on his twenty-mile round-trip flight from Harvard Field to the Boston Light House. On the afternoon of July 1 Harriet decided to make a trial flight across Dorchester Bay.

Neither Mr. William Willard, the manager of the aviation meet, nor his son had ever flown. Harriet offered a ride to one of them in the two-seater

monoplane. The men flipped a coin, and William Willard won! Five thousand people witnessed the take-off—and the crash.

Harriet was a fanatic on aircraft safety. Three American women had already died in flight; Harriet did not intend to add to the number. She made sure that William was secure before they began the pleasure ride across Dorchester Bay to Boston Lighthouse and back. Harriet double-checked her own safety harness. Observers on the ground witnessed her safety precautions before the Bleriot left the ground.

Something happened! Observers indicated that William seemed to stand in the rear seat. Always the good captain, Harriet felt responsible for her passenger. Harriet probably yelled for him to sit down, but her voice would have sounded weak against the engine's roar and the wind. When William did not hear or oblige, Harriet unfastened her own harness and tried to push him into his seat.

William's body lunged forward as the airplane sped off course and out of control. As the Bleriot plunged, William was thrown from his seat. The crowd gasped! There was nothing anyone could do as William Willard fell toward Dorchester Bay.

The force of gravity continued to tug at Harriet and the open airplane. She tried to gain control of the monoplane, but it was too late. She was unable

to change the flight course or hold herself in the airplane any longer. Gravity pulled them both toward the earth.

Harriet felt herself ripped from the Bleriot. A blast of cool air brushed against her face. It seemed quiet now. The airplane was flying away from her. Harriet's eyes opened wide. She saw the bay waiting below. She had risked her own life for her passenger. She had not willingly abandoned her airplane. She had proved herself as a good captain and as a good pilot! She had done her job well.

Among the witnesses was Blanche Stuart Scott, another female pilot. Blanche wanted to land her airplane as a sign of respect when she saw Harriet Quimby and William Willard fall. The crush of people on the ground below, however, prevented her prompt landing on the field. The injuries to the bodies of William Willard and Harriet Quimby were, of course, fatal. Harriet's legs and back were broken; these injuries probably occurred when her body struck the shallow, five-foot water in the bay or when her body came in contact with the mud beneath the water. William had a broken back, a fractured skull, and broken legs. Both had died instantly, according to the coroner, when they struck the water. These two deaths in July of 1912 brought the total number of fatalities in airplane accidents after 1906 to 154. Forty-three persons would die in the year 1912 alone.

Harriet's parents took the first train to Boston when they heard the news. They were grieving when they arrived at the funeral parlor in Quincy.

To make matters worse, someone had stolen Harriet's famous satin flight suit.

Because the date of the service was July 4, the family scheduled the ceremony at 9:00 p.m. so that many friends might attend. Present were Harriet's friends, many employees of Leslie's Weekly, and members of three New York aviation societies: the Italian Aero Club, the Aero Club of America, and the Aeronautical Society.

Harriet's burial was on July 5, 1912, in Woodlawn Cemetery, New York City. Harriet's family exhumed her remains on October 23, 1913. They reburied Harriet in the Kensico Cemetery in Valhalla, New York.

Harriet was one of a kind. Her flawless skin had earned her the name "Dresden doll." Young, beautiful, intelligent, talented, inquisitive, innovative, and perceptive, Harriet had peered into the future of flight. Her good relations with the media, her personal fame, and her connections with the wealthy would have helped Harriet forge ahead into many new aviation areas—had she not died.

Harriet flew twenty years before Amelia Earhart. Had Harriet lived, her name—not Amelia Earhart's—might have become the one associated with women in aviation. Had Harriet lived, it might have been Harriet—not Charles Lindbergh—who flew solo across the Atlantic. (Lindbergh did not fly the Atlantic until 1927--16 years after Harriet piloted the Channel.)

Leslie's Weekly reported that with Harriet's death came the extinction of a brilliant light in the literary firmament. With her demise came the postponement of the dreams of a nation. With her life had come a glimpse of the future of aviation and of women everywhere.

Many people of the time recognized her accomplishments. Through public donations and subscriptions, her supporters erected a marker. The inscription read:

HARRIET QUIMBY

The first woman in America to receive a pilot's license to fly.

The first woman in the world to fly a monoplane alone across the English Channel April 16, 1912.

The life of the heroic girl went out when she fell with her passenger aeroplane at Boston July lst, 1912. She was

Dramatic Editor of Leslie's Weekly.

REST GENTLE SPIRIT

Teachers in Michigan and everywhere, however, should not allow her story to rest. The time is ripe to integrate Harriet Quimby into the curriculum and into the celebrations of National Women's History Month. It is time that students everywhere recognize Harriet Quimby, America's First Lady of the Air.

One can receive additional information on this woman by telephoning Honoribus Press at 864-597-4382; by writing Honoribus Press at P.O. Box 4872, Spartanburg, SC 29305; or by visiting the National Harriet Quimby Archives at Converse College in Spartanburg, SC. Contact adavis@converse.edu for a prompt email reply.